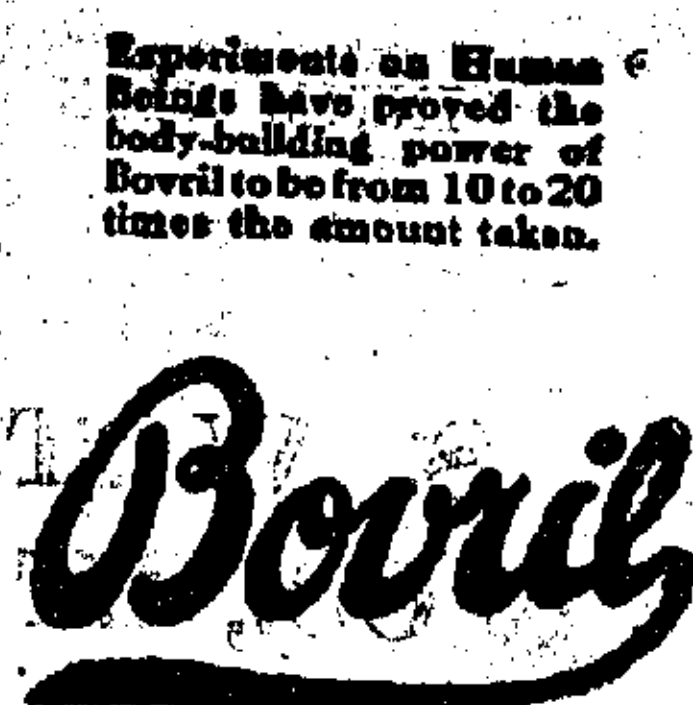




Hongkong Daily Press.

ESTABLISHED 1857.

No. 16083, 號三十三百九千六萬一第 日七十二月六年子壬 HONGKONG, FRIDAY, AUGUST 9TH, 1912. 五拜禮 號九月八年二十百九千一英港香 PRICE, \$3 PER MONTH.



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[a319]



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[a26]

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law in their defence. It is, we fear, impossible to hope for that ideal state when there shall be no more sin, no more immorality, for in spite of the teaching of Christianity, and in spite of the teaching and influence of every other system of religion or ethics, modern civilisation has not removed all mankind far above the moral standards of Babylon and Pompeii. There is, doubtless, less tendency to parade the unclean and the obscene, but most men and women of the world know that beneath the surface of society there is foulness and corruption, and that no one class can really point the finger of scorn at the other, though there is a tendency nowadays—and it appears in "The White Slave Market"—to maintain the view that it is the poorer and so-called lower classes who suffer at the hands of the others. "The White Slave Market" is the joint production of Mrs. ARCHIBALD MACKINTY (OLIVE CHRISTIAN MALVERN) and W. N. WILLIS. Mr. WILLIS, we understand, was formerly a Member of Parliament in New South Wales. The "facts," so-called, are supplied by Mr. WILLIS; the writing of the book was undertaken by Mrs. MACKINTY at the reiterated request of the publishers, and she explains that she has toned down many of Mr. WILLIS' expressions. Obviously, she was unable to check by personal observation the statements of "fact"; she had to accept them as correct, and Mr. WILLIS' credentials as a former Labour Member of Parliament in a British Colony were accepted, apparently, as all-sufficient. It would appear from the internal evidence of the book that Mr. WILLIS made his tour of the Far East—from Shanghai and Manila to Hongkong, Singapore, Bangkok and Rangoon, for the sole purpose of compiling this work. That, we think, is the impression sought to be created. We recollect someone passing through Hongkong about two or three years ago on a freight steamer, informing us that he was taking the voyage for the benefit of his health and had been commissioned to write a book of this description. Whether our visitor was Mr. WILLIS we cannot now be certain, but the book we are dealing with is just such as might be written by a credulous globetrotter whose time at the ports is much too limited to enable him to verify half the travellers' tales that might be told to him in a voyage from port to port. There is much that is general in the portions that he contributes, some that is particular; and we do not think Mr. WILLIS was in such a hurry that he could not have verified some, at least, of his "facts." We mention this at the outset because there is far too much of the slapdash Colonial style in his writing, a tendency to exaggerate where, unfortunately, no exaggeration was needed, and also a tendency to accept and pass on uncorroborated statement, picturesque, truly, strikingly picturesque, but inclined to raise doubts as to accuracy in the minds of those who know the East as well as Mr. WILLIS, even if they have not actually trodden the slimy under-region to which he devoted his attention so assiduously. We are compelled to pass over his palpable ignorance on matters of detail relating to the Far East, merely mentioning a few to indicate what we mean. For instance, he refers to "The French Colony of Sigon" (sic); in one place he refers to the Straits Settlements amongst other places and the "Federated Malay States (including Singapore)"; and we are given the geographical information that "The Dutch own Java; Sumatra, Siam and Borneo are divided up, but still the British are predominant" [in the Eastern Archipelago]. We do not wish to quibble, and merely mention these items to show what manner of observant tourist Mr. WILLIS was when in this region of the globe. These are more than mere slips of the pen, and, taken in conjunction with some of the statements he makes, raise in our mind doubts as to the authenticity of a large portion of the book.

When dealing with a question like the social evil, it is highly desirable that its critic should be accurate. We are willing to concede that there is much immorality in the Far East. But it is not to establish a purer moral atmosphere that Mr. WILLIS sets out. His primary object, we take it, is to put a stop to "the white slave traffic," especially so far as it is followed in the Far East—in such places as Singapore, Hongkong and Shanghai. According to Mr. WILLIS' bad as Hongkong may be, accused as the most lurid part of the book is contained in the narrative of a "Madame V.," the keeper of a *maison de plaisir* in Malay Street in that port. It may be true that these inhuman traders find a market in the Far East; but we are not prepared to believe it on Mr. WILLIS' so-called

evidence. He writes, for instance: "Hundreds—perhaps thousands—of innocent girls are yearly decoyed to the East, there to succumb inevitably to disease and horrid death. In another place, he states that in Malay Street—the Yoshiwara district of Singapore, we should explain—there are "510 Babylonian houses, each containing from 8 to 30 women of ill-repute"; "There are no less than 80 well-known pimps who flourish in Singapore alone, and congregate in their open club—known to all who care to know"; "Singapore is the burial ground of thousands upon thousands of unfortunate white girls. They are decoyed to the East, there to be sold, hundreds of European girls yearly"; and yet, on another page, he states that the authorities do not allow any woman of British nationality to lead an openly immoral life in Calcutta, Bombay, Madras, Delhi, Rangoon, Burma, Penang, Singapore, Ceylon, Shanghai or Borneo. They are shipped at once to London or America, and he adds, "it is a splendid policy for a nation to adopt." Nevertheless, in other portions of his writings, he leaves it to be inferred that English girls are decoyed to the British Colonies and sold into a life of shame. The quotations we have made are, of course, self-evidently inaccurate, to give them no stronger condemnation, to those of us who know the Far East; but it so happens that we are able to give statistics which prove Mr. WILLIS' inaccuracy. If the lowest of Mr. WILLIS' figures are taken, there should be at least 4,000 women in Malay Street, Singapore—and the inference he wishes to create is that they are mostly white women. What are the facts? In the whole of the Straits Settlements there were at the census last year 2,317 women living openly immoral lives. Of these, 1,820 were in Singapore. Of these 1,820, only a very small number were white women; not one was British. In the whole of the Federated Malay States, the total number was 3,308. Of these, 114 were Malays, 2,230 Chinese, 21 Indians, 943 belonged to other races (probably mostly Japanese), but we believe we are correct in stating that none of them was American or European. It is undesirable to labour this reference to Mr. WILLIS' "facts." We think we have said enough to show that his statements are, at least, grossly exaggerated; and not even the statement of Bishop Oldham, that "Every boat that comes to Singapore brings its quota of human freight in the form of these unfortunate, misled girls, nearly all of whom go into Malay Street and are borne out again only to be buried," will make us believe that the "white slave traffic" finds the southern Colony one of its best markets. Mr. WILLIS has something to say in praise of efforts which Sir FRANK LUGARD and LADY LUGARD are credited with having made to abate the social evil in Hongkong, though we must confess to never having heard of "the great amount of good" which LADY LUGARD accomplished, "in a quiet, unostentatious fashion by cleaning some of the immoral dens of Hongkong," nor have we any knowledge that the subject engaged the attention of Sir FRANK LUGARD further than in seeing that the Police had not ignored complaints published in the *Daily Press* at a time when vice flaunted itself in the public streets. Here and at Shanghai, it would seem, from Mr. WILLIS' statements that American women are the greatest sufferers in the "white-slave" traffic. It comes as a surprise to us—as it will to many others—to learn that the term "slavery" can be applied to the state of affairs in this Colony, more especially in regard to white women. It is undesirable in these columns to delve too deeply into the mire in our own Colony, but if "The White Slave Market" receives the attention of Imperial legislators—for the book is dedicated to "The Honourable the Speaker and the Honourable Members of the House of Commons of Great Britain in Parliament"—our local authorities may have to answer a few difficult questions. It may be true—as Mr. WILLIS asserts—that white women gravitate to opium dens in Hongkong and Shanghai, there to become spectacles of degradation and shame in the eyes of Asiatics; but we hesitate to believe it so far as this Colony is concerned. The statement is entirely new to us. Mr. WILLIS writes: "Hundreds of American girls pass through Gage Street and Lyndhurst Terrace during the year, and, if they live, eventually find themselves, when their bloom is gone, and they become addicted to drink and drugs, in the Chinese quarter in Takin (sic) Road, where nearly 300 brothels exist, each house containing from a dozen to twenty unfortunates of all colours, creeds and castes." We cannot identify any quarter in Hongkong by this description, but the authorities should have no difficulty in verifying whether this is the truth or a lie. We leave Mr. WILLIS to them, and willingly turn to the remedies suggested by Mrs. MACKINTY and her collaborator for checking the white slave

trade. There is no need to quote their suggestions; we readily agree with all that is proposed, and are prepared to admit that the further suggestions they make—but which are contrary to the views held by the sane, timorous but impracticable, people who, in former days, supported Exeter Hall—for the better supervision of the unfortunate women who live by immorality and to keep down the disease which is one of the inevitable evils of the life. The world is still a long way off from celibacy; and human nature being what it is, and neither education nor religion having yet proved effective in making all men and women moral or inducing the exercise of self-control, it seems to us to be folly and worse not to grapple with the social evil in a business-like fashion. Mrs. MACKINTY and women of her class and training do not wish to make vice attractive. They wish to check the evil at its source—if they can; and the pity of it is that in the present instance she is in harness with an unskilled observer, who has obviously misled her. Their book will undoubtedly create a very wrong impression of the state of affairs in the Far Eastern Colonies, and for that reason its publication is to be regretted.

The Hongkong Rope Manufacturing Co., Ltd., announce an interim dividend of one dollar per share.

Lieut. Colonel A. Mullins has been appointed to command the Royal Artillery of South China.

Mr. J. W. L. Oliver, who was a few years ago Naval Store Officer in Hongkong, and was lent about fifteen months ago for service under the Canadian Government, resumes his duties as naval store officer at Devonport this month.

A telegram from Santiago de Chile states that the newspaper *Union* in an article urges upon the Government the advisability of inquiring into the prospects of promoting trade between Chili and Japan on the basis of an exchange of Japanese coal and Chilean nitrates.

News has been received that Mr. Hassan of Arcelli, third son of Mr. A. F. Arcelli, the well-known army contractor and merchant in this Colony, has successfully passed his final examination in Medicine in the Liverpool University and obtained the Diploma of M.B. and Ch.B.

The Times Engineering Contract List states that tenders are invited, amongst others, for the following contract, which is open till September 2nd:—Hanoi.—Post and Telegraph Department.—Ton years' mail contract between Haiphong and Hongkong. Deposit £400. (Particulars, Direction des Postes.)

The Directors of the Manila Railway recommend a dividend of 1 per cent. on the preference stock for the year 1911. It may be noted that there has been no previous distribution on this class of capital, and the announcement now made may be regarded as marking a distinct advance in the Company's fortunes.

The Commissioner of Customs at Shanghai, referring in his report to the enormous number of people who took passage to Shanghai on the Yangtze steamer from the disturbed regions last year, says it is questionable whether a large percentage of the huge sums paid by refugees as passage-money ever reached the coffers of the steamer company concerned.

Captain C. G. Woodhouse, 2 Indian officers, 1 sub-assistant surgeon, 148 N.C.O.'s and men and 12 followers, 198th Baluchistan Infantry, returned to Kowloon from Pingshan and Sha Kong Mut on 6th inst., and Captain J. C. Grettton, 4 Indian officers, 1 sub-assistant surgeon, 151 N.C.O.'s and men and 11 followers, 126th Infantry, proceeded to Pingshan on 6th inst., for duty.

An important Japanese contract has been obtained by Messrs. Dick, Kerr & Co., Ltd., of London and Preston. They have obtained from a Japanese hydro-electric power company what is described as probably the largest order for water-driven alternators which has been placed in Great Britain. The order covers six alternators, each of 7,775 K.V.A. capacity, representing over 60,000 h.p.

At the seventh day's sale of the Taylor Art Collection at Christie's on 9th ult. the Chinese enamelled porcelain provided a sensation. A famille verte vase, 19in. high, of the Kang Hei period, opened with a bid of 500gs. Quickly the thousands came, and Messrs. Duveen carried off the prize at 8,000gs. This was an immense rise in the value of the vase, which was originally in the Lyne-Stephen collection, and passed out of it in 1895 for 310gs. A set of three vases of Chinese porcelain with the Louis XVI. marks sold for 3,000gs. On 10th ult. the highest prices were made for a pair of famille-rose vases and covers, Kien-Lang, 273s (Sparks); and a famille-rose cistern, Kien-Lang, 231s (Durlacher).

Burglaries have been very numerous in the Colony lately. One of the latest sufferers is Mr. B. Layton, who, we hear, was relieved on Wednesday night of property to the value of about \$900.

Prof. J. W. Jenks, of Cornell University, has been offered the position of financial adviser to the Chinese Government. Prof. Jenks was considered as the currency reform adviser, but on account of international politics was not accepted. The Powers recommending Vissering instead. Prof. Jenks knows Chinese finances thoroughly and has written several books on the subject.

We take the following from a Straits contemporary:—It is reported of Mr. Claude Severn, Colonial Secretary of Hongkong, that upon one occasion, when taking the service in Taiping Church, he had to announce the anthem, "It is a good thing to go into the House of the Lord," by Dr. Bridge. This is how it had to read: "It is a good thing—Bridge."

In the course of a report on medical, surgical, and dental articles in China, the American Consul-General at Hongkong states that there are indications that European trade in such lines is likely to be seriously threatened in the near future by Japanese and other Asiatic production, but high-grade practitioners will constantly demand American or European equipment, and the increased use of all such goods in connection with the changing life and manner of living in China affords a constantly widening market for manufactures in these lines which merits attention. There has been also a most satisfactory and significant growth of the trade in foreign medicines in China during the past few years, and the attention of manufacturers and exporters of medicines and medical preparations should be given the field.

ARMY PROMOTIONS.

The following extracts are from the *London Gazette*, dated 12th July, 1912:—Lieut. Reginald M. Cross, Royal Artillery, to be General Staff Officer, 3rd Grade, vice Captain W. H. Johnston, Royal Garrison Artillery. —Major Henry L. Kirke, to be Lieut. Colonel, vice T. L. Cockhead, D.S.O. Dated 13th July, 1912.

Army Pay Department. —Captain Francis J. Bowen, Paymaster, to be Major. Dated 13th July, 1912.

ARMY COMMAND IN INDIA.

The King has approved the appointment of Lieut. Gen. Sir John Eccles Nixon, K.C.B., to an Army command in India, which will become vacant on October 20th next, in consequence of the retirement of Gen. Sir E. G. Barror from the command of the Southern Army. Lieut. Gen. Sir J. E. Nixon, was last employed in command of the 1st Division. He entered the service in 1875, and was for three years in the King's Own Scottish Borderers before joining his present force. He has filled a large number of appointments on the staff, and has the Afghan, Mahsud, Wazari, Chitral, North-West Frontier of India, and Boer campaigns to his credit.

THE SIBERIAN MAILS.

COMPLAINTS OF RECENT DELAYS.

Mr. S. Murata, the Superintendent of Foreign Mails at Kobe, writes to the papers as follows:—

"Since the beginning of January last, mails sent to Germany *via* Siberia from Kobe or other ports in Japan appear to be reaching there very irregularly. For instance, mails that used to arrive at Hamburg three times a week were received only twice once a week. It also happened sometimes that letters coming from Germany by the same route were received here with similar irregularity. As yet, no information as to the cause of these delays has been given by the authorities at Berlin, and the Department of Communications, Tokyo, is now pressing them in the matter.

Recent disturbances among the workmen in England seem to have in some measure, affected the postal service in that country. We have this day [July 20th] received information, under date of June 12th, from the General Post Office, London, to the effect that, owing to the labour troubles, mails to be sent per steamer *Majestic* were forwarded per steamer *Kaiser-Wilhelm II.*, and a supplementary mail was to be dispatched per steamer *Adriatic*, leaving on June 13th. These ships are understood to have must have contained some correspondence coming to Japan by the way of America." But this communication does not explain why, for some weeks past, except on one occasion, no London mails have come through to Japan, *via* Siberia, on Fridays, while those due on other days have come through regularly.

A Calcutta paper states it has been practically settled that the European commercial community of Calcutta will be allotted four seats in Lord Carmichael's Council, one for the Chamber of Commerce generally and one each for tea, jute, and mines. This is just half the representation the Chamber asked for, but *Capital* considers if the franchise is intelligently and conscientiously used the European commercial influence in the Council should be a powerful one.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE FUNERAL OF THE EMPEROR OF JAPAN.

TOKYO, August 8th.
The funeral of the Emperor Meiji, which takes place on the 13th proximo, will be from 8 p.m. to midnight.

Six white oxen will draw the carriage, and the new Emperor will walk in the procession.

A FRANCO-JAPANESE BANK.

TOKYO, August 8th.
The Ministers of Finance and Foreign Affairs have formally approved the articles of the proposed Franco-Japanese Bank.

[THROUGH REUTERS' AGENCY.]

THE IMPERIAL PARLIAMENT.

LONDON, August 8th.
Parliament has adjourned until October 7th.

MR. LLOYD GEORGE AND THE INSURANCE ACT.

WORKING SMOOTHLY AND SUCCESSFULLY.

LONDON, August 8th.

Prior to the adjournment of the House of Commons, Mr. Lloyd George made a statement on the Insurance Act. He said it was working most smoothly and successfully. The conduct of employers was beyond praise. The few cases of vindictive spite accentuated the general loyalty.

GREAT BRITAIN AND THE SUGAR CONVENTION.

NO LIKELIHOOD OF A RENEWAL OF BOUNTIES.

LONDON, August 8th.

Mr. Acland, speaking in the House of Commons in defence of the Government's withdrawal from the Sugar Convention, said there was no likelihood of a renewal of the sugar bounties. The interests dependent upon the absence of competition of bounty-fed sugar were perfectly safe, and the cane-sugar industry had every chance of an increasing output. The Government had expressly intimated to the Powers that it was not intended to grant preference to British-grown sugar.

Mr. Bonar Law maintained that withdrawal from the Convention would not bring an extra ton of sugar to Britain, while it exposed British sugar to retaliation abroad.

THE MASTER OF ELIBANK'S NEW APPOINTMENT.

LONDON, August 8th.

The Master of Elibank has been appointed Managing Director of the contracting firm of Westman Pearson, Ltd.

It is officially stated that he will be elevated to the Peerage and that Mr. Illingworth will succeed him as the Party Whip.

In a letter to his constituents the Master of Elibank says he regrets his resignation, but relaxation is imperative after the strain of recent years. The cause of Liberalism was nearest to his heart and he declares that he has no difference whatever regarding any part of the policy of the Liberal Party, for which he will continue to work.

The *Times* says there is a very general feeling that the Master of Elibank's gifts should be utilised in an Ambassadorship.

THE LAND CRUSADE.

A RIFT IN THE MINISTERIAL PARTY.

LONDON, August 8th.

Sir Herbert Raphael, Liberal M. P. for Repton, in a letter to his constituents denounces Mr. Lloyd George's Land Crusade, and says it can only result in a dangerous rift in the Party.

THE KRUPP CENTENARY.

A MUNIFICENT DONATION.

LONDON, August 8th.

On the occasion of the Centenary festivities at Essen in connection with the firm of Krupp, the family donated 14,000,000 mark in gifts to workmen, officials, benevolent institutions in Essen, and Naval and Military charities.

DEATH.
On the 5th ult., at Dulwich, JAMES MACLEAN, formerly of the Hongkong and Shanghai Banking Corporation, aged 55.

HONGKONG OFFICE: 130, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 9TH, 1912.

There are some good people who imagine that the East, and especially the Far East, is a sink of iniquity. This is an old belief, which has been spread more widely, we fear, by Kipling's well-known song of Munda lay. We are not prepared to defend the moral standards of the East generally, nor are we inclined to enter into a detailed comparison of the Far East with such centres of sanctity and righteousness as London and Paris, Liverpool and Glasgow, Berlin and Buda Pesth, Amsterdam and Naples; but when we come across a book like "The White Slave Market," published by a reputable house like Messrs. STANLEY PAUL & CO., holding up Hongkong and the Far Eastern Colonies to the opprobrium and condemnation of the world at large, we are compelled, reluctantly, we confess, to take up the cudgels in defence of the fair fame of our Colony. We use the word "reluctantly," because it is impossible to discuss what is euphemistically referred to as "the social evil" without using words and referring to facts which most of us would willingly avoid in the day's work. It should also be said, by way of preliminary, that we do not set ourselves the disagreeable task of analysing the book in question because we wish to uphold any system of immorality as such, or because we do not sympathise with the objects of the good-hearted people at Home who are striving so bravely to stop the immoral traffic in white women. Our sympathies are entirely with the anti-slavery movement, and we cannot express too strongly our condemnation of the fiends in human shape—they can scarcely be called men and women—who entrap, corrupt, enslave and traffic in young girls and women, who, after all, are somebody's sisters or daughters. It is painful enough to see women go down to the uttermost depths with their eyes open. But it is a thousand times worse to see innocent young girls deliberately ruined and then sold into a bondage of dishonour that is worse than death, without being able to invoke the

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 55. Telephone No. 12.
Telegraphic Address: Press.
Code: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1) per Share for the Six Months ending 30th June, 1912, will be payable on WEDNESDAY, the 14th August, 1912, on which date Dividend Warrants may be obtained at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED on MONDAY, the 12th August, to WEDNESDAY, the 14th August, 1912, both days inclusive. SHEWAN, TOMES & Co., General Managers. Hongkong, 8th August, 1912. [977]

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 17th day of August, 1912, at Noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts to 30th June, 1912. The REGISTER of SHARES of the Corporation will be CLOSED on MONDAY, the 5th August, to SATURDAY, the 17th August, 1912 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Board of Directors, N. J. STARR, Chief Manager. Hongkong, 1st August, 1912. [950]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$1.00 per Share Declared at the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS, held this Day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 6th August, 1912. Shareholders are requested to apply to the Office of the Company for Warrants. By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, 6th August, 1912. [969]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this Day Declared an INTERIM DIVIDEND for the half-year ended 30th June, 1912, of TWO DOLLARS PER SHARE. DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after FRIDAY, 16th instant. The TRANSFER BOOKS of the Company will be CLOSED from the 10th instant to the 15th instant, both days inclusive. JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong 7th August, 1912. [975]

WANTED.

BY EUROPEAN FIRM doing large business in Imports and Exports, a COMPRADORE. Cash Security of at least \$50,000 required. Apply to—A. B., Care of "Daily Press" Office. Hongkong, 30th July, 1912. [948]

FOR SALE.

THE HOUSE at Fochow known as "Buckley's Hotel"; also present FURNITURE of same. For information, apply to—H. J. HARDING, H.M. Consulate, Fochow. Administrator of Estate of Mrs. BROCKERT, 971.

FOR SALE or TO LET.

Furnished or Unfurnished.

"LEWKNOR," No. 116, The Peak Possession October 16th, 1912. Full Particulars of Price or Rent can be obtained from—Messrs. JOHNSON, STOKES & MASTER, Solicitors, Prince's Buildings, Ice House Street. Hongkong, 26th July, 1912. [939]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

AUCTION

PUBLIC AUCTION.

BY ORDER OF THE EXECUTORS OF THE WILL OF THE LATE MR. H. N. COOPER, THE VERY VALUABLE LEASEHOLD PROPERTIES Situate and being Nos. 2, 4, 6, 8, 10, and 12, MOSQUE STREET, VICTORIA, HONGKONG, to be sold by PUBLIC AUCTION on FRIDAY, the 30th day of August, 1912, at 12 o'clock Noon, IN SIX LOTS, BY Messrs. HUGHES & HOUGH, Auctioneers, At their Auction Rooms, at No. 8, Des Vaux Road, Central.

The Properties consist of—
Lot 1.—The piece of ground and premises thereon known as No. 12, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 2 or SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 1 or SECTION B OF INLAND LOT No. 58. Total Area, 2,054 square feet or thereabouts. Proportion of Crown Rent, \$4.00 per annum.
Lot 2.—The piece of ground and premises thereon known as No. 10, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 3 or SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 2 or SECTION B OF INLAND LOT No. 58. Total Area, 2,110 square feet or thereabouts. Proportion of Crown Rent, \$1.12 per annum.
Lot 3.—The piece of ground and premises thereon known as No. 8, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 4 or SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 3 or SECTION B OF INLAND LOT No. 58. Total Area, 2,157 square feet or thereabouts. Proportion of Crown Rent, \$1.13 per annum.
Lot 4.—The piece of ground and premises thereon known as No. 6, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 5 or SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 4 or SECTION B OF INLAND LOT No. 58. Total Area, 2,180 square feet or thereabouts. Proportion of Crown Rent, \$1.29 per annum.
Lot 5.—The piece of ground and premises thereon known as No. 4, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 6 or SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 5 or SECTION B OF INLAND LOT No. 58. Total Area, 2,188 square feet or thereabouts. Proportion of Crown Rent, \$1.28 per annum.
Lot 6.—The piece of ground and premises thereon known as No. 2, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SUBSECTION 3 (or THE REMAINING PORTION) OF SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B OF INLAND LOT No. 58. Total Area, 2,351 square feet or thereabouts. Proportion of Crown Rent, \$1.63 per annum.

The Properties are sold subject to the right of way of adjoining owners along the basement floors on the south side thereof. The Sale Plan showing the above mentioned Lots may be inspected before the Sale either at the Office of Messrs. DEACON, LOOKER & DEACON, 1, Des Vaux Road, Central, or at the Office of Messrs. HUGHES & HOUGH, The Auctioneers. Hongkong, 7th August, 1912. [968]

THE HOUSE at Fochow known as "Buckley's Hotel"; also present FURNITURE of same. For information, apply to—H. J. HARDING, H.M. Consulate, Fochow. Administrator of Estate of Mrs. BROCKERT, 971.

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LANE, CRAWFORD & Co.

OUTFITTING DEPT.

PREVAILING SHADES IN CREPE DE CHINE AND POPLIN NECKWEAR. PYRAMID HANDKERCHIEFS. Guaranteed Fast Colours.

SPORTS DEPT. NEW STOCK OF TENNIS RACKETS, BALLS and POSTS, GOLF CLUBS and BALLS, CADDIE BAGS, etc. LANE, CRAWFORD & Co.

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from A. G. Gordon, Esq., to sell by Public Auction, On MONDAY, the 12th August, 1912, commencing at 2.15 P.M., within his residence "Tor Crest," Peak, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, &c., &c., Therein Contained, Comprising—
LARGE TEAKWOOD HALL STAND TABLES, &c., HANDSOME CARVED BLACKWOOD CABINETS, CHAIRS and STANDS, PAINTINGS, ETCHINGS and ENGRAVINGS, ARMCHAIRS and EASY CHAIRS, &c., &c., PANTRY and KITCHEN UTENSILS, ONE BAROGRAPH and BAROMETERS by Gauss, and Two TREADLE SEWING MACHINES, one by Singer & Co.
A CONCERT GRAND PIANO by Broadwood & Sons. The undersigned beg to call special attention to this Piano, it being of exceptional quality and tone. Catalogue will be issued. On View from SATURDAY, 2 P.M. Terms—As Usual. HUGHES & HOUGH, Auctioneers. Hongkong, 8th August, 1912. [976]

BACON!

SUGAR CURED

BREAKFAST BACON.

Absolutely the best obtainable.

THE DAIRY FARM CO., LTD.

UNPRECEDENTED GRAND MIDSUMMER CHEAP SALE (For 15 Days Only).

Everything going off at Bedrock Prices. Call Early, call often—you won't regret it. HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Hongkong, 3rd August, 1912. [60]

INTIMATIONS

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON. PAID UP CAPITAL ... \$1,200,000 RESERVE FUND ... \$1,650,000 RESERVE LIABILITY OF PROPERTIES ... \$1,200,000 FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application. WM. DICKSON, Manager. Hongkong, 19th April, 1912. [133]

THE MERCHANTS BANK OF INDIA LIMITED. AUTHORIZED CAPITAL ... \$1,500,000 SUBSCRIBED ... 1,125,000 PAID UP ... 562,000 RESERVE FUND ... 365,000 HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C. BRANCHES: Bombay, Calcutta, Hongkong, Madras, Rangoon, Shanghai, Singapore, Suez, Yokohama. AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd. BANKERS: LONDON JOINT STOCK BANK, LTD. Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world. INTEREST allowed on Current Accounts at 2 1/2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application. F. C. MACDONALD, Manager. Hongkong, 29th March, 1912. [909]

NEDELANDSCH-INDISCHE HANDELSBANK. (NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863. AUTHORIZED CAPITAL FL. 15,000,000 (\$1,250,000) Paid up Capital FL. 12,401,050 (\$1,033,421) in FL. 14,965,350 (\$1,242,112) Reserve Fund FL. 3,522,157.00 (\$271,013) in FL. 5,022,161.27 (\$418,513) HEAD OFFICE: AMSTERDAM. HEAD AGENT: BATAVIA. LONDON BANKERS: TSW WILLIAMS DEACONS BANK, SWISS BANK CORP. BRANCHES AND AGENTS all over the World. THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: 12 months 4 1/2 per annum. 6 do. 3 1/2 do. 3 do. 3 do. E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Vaux Road Central. Hongkong, 7th August, 1912. [92]

YOKOHAMA SPECIE BANK LIMITED. AUTHORIZED CAPITAL ... Yen 48,000,000 PAID-UP CAPITAL ... Yen 30,000,000 RESERVE FUND ... Yen 17,600,000 HEAD OFFICE: YOKOHAMA. Branches and Agencies at: Amoy, Canton, Hankow, Harbin, Kobe, London, Lyons, Shanghai, Singapore, Suez, Tientsin, Yokohama. INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application. TAKEO TAKAMICHI, Manager. Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION. HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 35, Bishopsgate, E.C. BRANCHES: Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama. CAPITAL AND RESERVE ... \$6,800,000 about \$1,400,000 EVERY DESCRIPTION OF BANKING BUSINESS transacted. CURRENT ACCOUNTS opened on the usual terms. DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application. BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made. LETTERS OF CREDIT and DRAFTS granted on all the principal cities of the World. THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World. COMMERCIAL LETTERS OF CREDIT issued. PURCHASE and SALE of Stocks and Shares effected. TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager. Hongkong, 1st July, 1911. [92]

INTERNATIONAL BANKING CORPORATION. HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 35, Bishopsgate, E.C. BRANCHES: Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama. CAPITAL AND RESERVE ... \$6,800,000 about \$1,400,000 EVERY DESCRIPTION OF BANKING BUSINESS transacted. CURRENT ACCOUNTS opened on the usual terms. DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application. BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made. LETTERS OF CREDIT and DRAFTS granted on all the principal cities of the World. THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World. COMMERCIAL LETTERS OF CREDIT issued. PURCHASE and SALE of Stocks and Shares effected. TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager. Hongkong, 1st July, 1911. [92]

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TO LET

"TAN MOR," FRANK ROAD, from 1st September. SHOP with GODOWN attached, Nathan Road, Kowloon. KOWLOON MARINE LOT No. 48 with WHARF. Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings. Hongkong, 9th August, 1912. [869]

TO LET. ON 2ND FLOOR, No. 2, PRINCE STREET, ONE-ROOMED OFFICE. Apply Property Office, JARDINE, MATHESON & Co., Ltd., Hongkong, 23rd May, 1912. [733]

TO LET. NO. 12, BEACONSFIELD ARCADE, First Floor. NO. 13, BEACONSFIELD ARCADE, First Floor. "THE CASTLE," Castle Road, 9 Rooms, from 1st September, 1912, thoroughly repaired, painted and colourwashed. LARGE ROOMS, Central Position, Cheap Rent. 1 SMALL GODOWN in Daddell Street (Godown D). "BOGATE" Austin Road, Kowloon, from 1st April. For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154. Apply to—LINTHARD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 5th August, 1912. [122]

TO LET. OFFICES in KING'S BUILDING. Apply—THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd., Hongkong, 1st August, 1912. [121]

TO BE LET. SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS. Apply—A. S. WATSON & Co., Ltd., Alexandra Buildings. Hongkong, 22nd May, 1912. [113]

TO LET. ON SHAMEN, BRITISH CONCESSION. SIX ROOMS and LARGE OFFICES, recently in occupation of Standard Oil. Best business situation. Apply to—T. E. GRIFFITH, Canton. [966]

TO LET. "GREENMOUNT," situated at 18, BONHAY ROAD. Newly renovated and comfortable for a suitable Residence, Nice View of the Harbour and Adjacent Islands. Reasonable Rent. Apply—No. 4, RIFON TERRACE, Bonhay Road. Hongkong, 27th July, 1912. [941]

GRACA & CO. PRINCE ST. (Hongkong Hotel Building). Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, TOYS, &c. Just Received a Fine Selection of BABY DOLLS WITH CHINESE DRESSES. 866

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HYGIENIC HINTS.

HEAT AND ITS RESULTS.

"Exposure to the direct heat of the sun or to high temperatures in the shade may induce heat exhaustion, ardent fever, or other evils of a more insidious character, by injuring the nervous system, increasing irritability, depressing vital energy affecting the vital organs, especially the liver, which is already overtaxed by eliminating waste products."

These words are taken from Sir Joseph Fayer's well-known book on the Preservation of Health in India, and apply equally well in all hot climates. It is worth noting that that distinguished authority also draws special attention to the fact that the direct action of the sun often results in permanent injury to the nervous system. In considering the question of diet, which is of supreme importance in these conditions, Sir Joseph Fayer has written, "As a general rule, people eat too much in hot climates—more than they can assimilate, or is needed for the nutrition."

The consequences of this are, as he points out, derangements of digestion and bowel complaints of various sorts, etc. To avoid them is the task to which every man always applies himself, by endeavouring to select such articles of food as are easy of digestion.

THE FOOD AFTER HEAT STROKE.

Supreme among such articles stands Sanatogen, which is, every day, acquiring a greater vogue. The reason for the favour it enjoys is that it is being more and more recognised that it keeps the body, as a whole and each individual part and organ, at the highest degree of efficiency, while it has such an invigorating effect on the nervous system that those who take it never feel languid or depressed, but are always in the best possible condition for their work. The result is that they never feel the need of alcoholic stimulants or pick-me-ups. The advantage of this cannot be overestimated, for, as one of the greatest medical authorities on tropical life has written: "Great moderation, if not total abstinence from alcoholic stimulants, except when they are prescribed by the physician, certainly increases the chances of living and thriving in China."

The same is true with regard to Sanatogen's power of preventing the use of those well-known drugs which may, and often do, lead to the wrecking of the nervous system and the ruin of the unfortunate victim's life.

Sanatogen's exceptional action in these respects is due to its remarkable composition. It consists of the body-building part of the purest cow's milk chemically combined with organic phosphorus in the form in which that important element is found in the nervous system. The result is that Sanatogen exercises the most powerful and salutary influence over the nervous system and the blood, and through them, it affects every other part of the body, for it must always be remembered that it is through the blood every part of the body is nourished.

Not the least of the particular advantages of Sanatogen is that it is digested with far greater ease than, practically, any other food. It thus imposes no strain at all on the digestion, so that the weakest people can take it without suffering any ill-effects. This makes it notably valuable in hot countries like China, for, as a distinguished army officer has said in words which have become historical, "A stomach is only three-quarters of a stomach in China." It is a fact, which experience has ratified, that those who habitually take Sanatogen rarely or never suffer from any of the digestive disabilities which constantly disable their friends, for Sanatogen has the power of helping the digestion of any other food which may be taken with it.

AN EDITOR'S PERSONAL EXPERIENCE.

The proprietors have received thousands of letters from all parts of the country, describing the remarkable way in which Sanatogen benefits those who are compelled to live under the depressing influence of the heat of the climate and the consequences it involves. In this connection it is interesting to refer to the following letter from Mr. Shirley Tremearne, editor of *Capital*, Calcutta, who writes:—"I had a sharp attack of fever last October which brought me to a state of great weakness. During the whole period my diet was almost entirely soda, milk and Sanatogen. I cannot speak too highly of Sanatogen, which I took for some time, and which not only kept me up during the attack, but afterwards restored me, once more, to full vigour. In fact, I was better and stronger after this course of Sanatogen than before the attack. I can strongly recommend this preparation to anyone whose system has run down. It possesses all the qualities as a nerve tonic and builder up of the bodily system that are claimed for it."

Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent, free, to all mentioning this paper on application to Messrs. A. Williams & Co., 6, Kiangling Road, Shanghai.

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CHAPOTEAU'S MORRHUOL



Superior to Emulsions or Cod Liver Oil.

Each tiny Morrhual capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules. Sold by all Chemists.

SHANGHAI IN 1911.

Mr. H. P. Merrill, Commissioner of Customs at Shanghai, describes events at the northern port in 1911 as follows:—

During 1911 many events occurred which under ordinary conditions would have been deemed of sufficient importance to demand extended notice in this report, but the relative importance of each and all of these was so completely overshadowed by the outbreak of the revolution, which is still pursuing its course, that only a brief record can be made of their occurrence. In fact, this report can only be considered to deal with Shanghai trade under normal conditions for the first nine months of the year. The exceptional conditions ruling subsequently cannot be adequately treated at present, and are entirely left to be dealt with in the report for 1912, save in a few special cases in which the modifications introduced into local trade by the revolution materially altered the normal conditions, but in a purely temporary manner only. Such cases will be referred to separately under the individual headings affected.

The prevailing feature at the beginning of the year was the want of confidence brought about by the financial crisis so fully dealt with in the last report. It is by no means an unfair criterion to compare the prices quoted on the Shanghai Stock Exchange for high-class stocks in each category in a particular year with those ruling for the same stocks under similar conditions in the year under review. For the year 1911, as compared with 1910, a very serious reduction in prices of all classes of securities would be shown. The reduction must not, for the most part, be taken to imply that the soundness of such business undertakings is impaired; but it is a recognition of the fact that while money is property, yet property is not money, and is only the equivalent of such money as it can command in the market. In some instances the fall in values was merely a reaction from the inflated values which had been proved to be not warranted by the dividend-paying powers of the companies. In other cases, such as wharf shares, the comparatively high values are due to the peculiar conditions now prevailing. While trade was brisk and cargo readily passed into circulation many of the storage godowns at such wharves were practically empty, and could scarcely have proved remunerative investments. During the closing months of the year, however, little cargo was actually delivered, and storage capacity is still being taxed to its utmost limits. Numerous godowns have been utilised for bonded goods only; and while at the end of 1910 nine godowns were empty for the storage of goods in bond, no less than 23 had been licensed for bonding at the end of the year under review, and even this number has been found inadequate and is being increased so as to meet the requirements of the present emergency.

The general want of confidence, both amongst foreigners and natives, was strikingly evidenced at Shanghai during the year by the numerous lawsuits which occupied the law courts in connection with the fundamentally important question of the status of native bank orders, viz., whether such are identical with bank-notes and subject to no reservations, not stated on face of orders, or negotiability, or the reverse. The contingency that such question should arise had not been previously considered, its actual occurrence was productive of dire consequences to native credit. Until this point is decided beyond all dispute, frequent recurrences of panic and a great diminution in the confidence between foreign and native traders are inevitable. The unsatisfactory returns from many of the rubber estates, and the proved irregularities connected with both the flotation and the administration of several public companies here, also served to weaken the market. The strict enforcement of the provisions of the new Companies Ordinance, enacted in Hongkong in December 1911, to which all the limited liability companies here which are registered under the Hongkong Ordinances will be subject, should go far to restore confidence in such forms of investment and to obviate the recurrence of the irregularities alluded to.

During the year some aviation exhibitions were conducted at the new Chinese racecourse at Kiangwan. The fatal accident to the aviator extinguished all hope of a successful financial result to a pioneer venture which at first seemed to promise well, in spite of very numerous obstacles both financial and material. Since then other aeroplanes have been imported; but it is curious that, while China is the home of kite-flying experts, no attempt has yet been recorded to copy and utilise in this country the man-carrying kites which have been found so useful for reconnoitring in Western armies. Still breezes are very frequent even in the height of summer, and in non-hilly districts such kites render services for military purposes almost as valuable as those obtainable by aeroplanes.

The festivities in honour of the coronation of H.B.M. King George V. were celebrated on the 22nd June, by the whole community, with great enthusiasm. The decorations, and the illuminations in particular, were on a most elaborate scale, hitherto unparalleled here, and attracted visitors from all parts. The crowds in the streets on that occasion constitute a record for Shanghai.

Among engineering works completed during the year may be mentioned the Chapei Waterworks and Electricity Installation, which was opened officially on the 29th October. The chemical analysis of the water shows that a very high standard of filtration has been attained, and the result is highly gratifying to all concerned. Among the architectural works completed during the year must be recorded the new Shanghai Club, a very outstanding stone-faced building, upon the site of the old club. Another noble monumental addition is seen in the new offices of the China Mutual Life Insurance Company, which, for ornate style and elaborate embellishment, both internal and external, may be considered one of the most magnificent buildings in the Far East. The Austrian and Japanese Consulates General were established in new and more commodious buildings, and the Standard Oil Company of New York

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WHITE LINEN and LACE SIDEBORD CLOTHS, TOILET COVERS, DUCHESS SETS.

FURNISHING DEPT.

1636



also. Finally, a striking feature to the beauties of the town was added by the opening of the new Astor House Hotel, facing the Public Gardens.

Long prior to the outbreak of the revolution a strong movement was evidenced here in favour of the removal of the queue, which appendage is now almost universally conspicuous by its absence. The fashion of the headgear to be adopted to replace the original skull-cap is at present subject only to the caprice of the individual wearer; but it is a humorous comment on the situation to record that one of the largest sewing machine companies was compelled to supplement its stock of sewing machines merely to supply the demand for machines to make the cloth tourist caps, hitherto the type most in general use.

In connection with the educational movement which has done so much to produce improved methods of communication of all kinds, it may not be out of place to record here that during the year two large schools were opened at Shanghai—the new French Municipal School and the German Kaiser Wilhelm Schule. The success attending the establishment of the International Correspondence School branch at Shanghai, and also the science lectures at the Y.M.C.A. with experiments demonstrating the subjects dealt with, which have proved most attractive and are well attended, serve alike to prove the receptivity of the native mind under present conditions.

Electrical sky-signs are being adopted in numerous instances. The sanitary condition of the native city is improving rapidly; streets are being widened, and a plan is approved for the demolition of the city wall and the substitution of a wide boulevard which will facilitate access to Kiangnan Arsenal and Lungwa. Similar improvements in the communications with Woosung are also under consideration.

The foreboding expressed in the report for 1910, that the famine in East-Central China would prove one of the most calamitous on record, was unfortunately more than confirmed during the year. The attendant misery was terribly accentuated by the unprecedented floods which ruined the crops over vast areas. The restraining dams were overwhelmed in numerous places, and to repair them adequately will entail vast expenditure. While the ultimate remedy for these oft-recurring afflictions must be sought for in expert afforestation schemes of great magnitude distributed over a wide area, under Government supervision, yet, as a minor remedy, it has been suggested that it might be worthy of trial to plant all the dams, wherever existing, with the well-known Jerusalem artichoke, and leave the same to spread itself, forbidding any interference whatever with its subsoil crops. The advantages claimed are that it is a most prolific plant and would serve to bind the surface of the dams

most firmly, and that the enormous amount of foliage it produces would, to a certain extent, modify the climate and affect the rainfall in the same manner as afforestation does. The stalks of the crops could be used for repairing the dams themselves, whilst in case of dire need there would be an almost inexhaustible supply of food obtainable by digging only about a foot deep in the dam itself—a mere trifle when the thickness of these dams is considered, and in no way calculated to impair their efficiency. The same plant would be most useful on all railway embankments.

REVENUE.
The total revenue for the year shows an increase of over 14 million Haikwan taels as compared with that for 1910. In these figures, however, are included the duty and like on 6,433.60 piculs of opium remaining undelivered at the end of the year, amounting to Hk. Tls. 927,685, which amount was paid in advance and cannot legitimately be considered as forming part of the revenue for the year under review. The remaining balance of the increase is mainly under the heading of import duties, and these would have been far more important had it proved practicable to take delivery of the enormous stocks now being retained in the bonded godowns pending more settled conditions.

FOREIGN GOODS.

(a.) Imports, Direct and Coastwise.—In spite of the untoward conditions, the total gross value of the direct imports shows an increase of about 21 million Haikwan taels. This comparison of values alone cannot be taken as proving an actual increase in the volume of trade, since the appreciation in value of opium alone would almost supply the necessary explanation. It must, however, be remembered that until the goods are taken out of bond this office has no cognizance of the actual values and particulars of the enormous stocks now crowding the bonded godowns—in fact, much of this cargo is applied for as "packages" only, and no attempt is made to describe the contents. The general particulars of piece goods are usually supplied voluntarily by merchants when applying to bond such cargo, although not in as exact detail as would be required before duty could be assessed for delivery; and doubtless such goods have been already included by the Chamber of Commerce as part of the stocks in Shanghai, but all such are necessarily excluded from Customs returns of imports until actually delivered from bond. In spite of these circumstances, the recorded figures for cotton piece goods show an increase in value of about 23 million Haikwan taels, viz., 18 shirtings, over 4 million pieces, value 18 million Haikwan taels; and drills, jeans, T-cloths, and Italians, about 1 million pieces, value 5 million Haikwan taels.

HUMPHREY TAYLOR & CO.'S LIQUEURS

are the finest produced. Humphrey Taylor & Co. are the only English Distillers of Liqueurs and the only Liqueur distillers who have ever received the Royal Warrant of appointment to a British King.

TRY one of the following and we are sure you will not be disappointed.

Anisced, Blackberry Brandy, Cherry Brandy, Cherry Whisky, Bramante (Tangerine Brandy), Nectreuse (Nectarine Brandy), Pesearine (Peach Brandy), Pricota (Apricot Brandy), Zinziber (Green Ginger Liqueur), Curacao (Orange and White) Kummel, Maraschino PEPPERMINT (Starboard Light) Kirschenwasser.

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TELEPHONE 636.

SOLE AGENTS.

128

THE "SANITAS" BEST DISINFECTANTS.

All Kinds and for All Purposes.

AS SUPPLIED TO H.M. GOVERNMENT DEPARTMENTS.

"SANITAS-OKOL," 20 times the co-efficient of carbolic acid. The ideal disinfectant for use in the Tropics. Highest efficiency and lowest cost. Powerful Lysocides. Unaffected by organic matter, and miscible with both fresh and salt water.

"SANITAS-BACTOX" (Saponified Cresols of the same (20) guaranteed co-efficiency). Homogeneous, and miscible with fresh water.

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THE MEDICAL HALL, Battery Road, Singapore.

THE SINGAPORE DISPENSARY, 12, Battery Road, Singapore.

THE BRITISH DISPENSARY, 4, Battery Road, Singapore.

THE BORNEO Co., Singapore.

THE DISPENSARY, Ltd., 43b, Raffles Place, Singapore.

On the other hand, heavy decreases are shown in the importations of cotton yarn, which fell by over 300,000 piculs, valued at 8 million Haikwan taels, and raw cotton decreased by 200,000 piculs, valued at 4 million Haikwan taels. Woollens call for no special mention. Numerous varieties of woollen and cotton mixtures are coming forward, and a considerable increase in the importation of shoddy cloths is anticipated in order to meet the demand for foreign clothing for Chinese wear. Until Chinese houses are fitted with some permanent means of heating, it seems improbable that the fashion of wearing foreign clothes will be acceptable beyond the limits of treaty ports. A fair trade in metals was done in the earlier portion of the year, but later all business was at a standstill. There seems to be no doubt that if the present disturbances are settled trade will very rapidly revive; the native dealers are quite prepared to resume business, and are ready to give orders as soon as confidence is restored. The importations of tinmed plates show an increase of about 90,000 piculs. Nail-rod iron remained at about the same figures as in the previous year, in spite of the curious circumstance that no nail rods whatever were imported during the September quarter; large stocks already existed locally, and Chinese dealers preferred to buy cobble wire, as that is considerably cheaper and they can produce from it equally good nails. The Hanyang Iron and Steel Works are now, under normal conditions, in a position to supply nails far more cheaply than any other native makers. The northern ports, Tientsin in particular, but Tsingtau also to a minor extent, are increasingly drawing their supplies direct from abroad. The trade in kerosene oil continued its steady expansion. The imports of American kerosene show an increase of about 21 million gallons, valued at 31 million Haikwan taels, while Borneo and Sumatra oil also increased about 5 million gallons, valued at Hk. Tls. 760,000. The trade in petroleum and its products is daily a quiring more importance and being extended by experiments conducted at the local installations of the great companies concerned. Efforts attended with considerable success are being made to produce a mineral oil suitable as a base for paint, so as to replace the expensive linseed and other paint bases now in use. Liquid indigo shows an increase of 70,000 piculs, valued at 21 million Haikwan taels. Flour also increased by about 570,000 piculs, valued at 2 million Haikwan taels. Owing to the failure of the European beet crop, the Java sugar market strengthened very rapidly in July, and the price of refined sugars, which for this market are principally manufactured from Java raw sugar, rose in proportion, until a record price was reached for best qualities. The outbreak of the revolution, in October, upset all calculation, and the imports are about the same as in the previous year. The general situation of the market for foreign machinery was worse

than it had been for years. Owing to the financial condition, no Chinese capital was available for new industrial undertakings. A new industry for the production of oxygen for the oxy-acetylene welding process has been recently installed here by the Asiatic Petroleum Company, at the old Langkat Wharf, which will be no longer utilised for berthing steamers. The company proposes to apply this process principally to the welding of their oil drums; but the apparatus will be also employed for repairs *in situ* to vessels in port, thus economising docking expenses. A minor industry also being introduced by the same company is the production of air gas from gasolene, which is claimed to provide all the advantages of lighting, heating, and power which are ordinarily obtainable only where large central installations exist, whereas this system can be employed for single houses only, in a very small and compact form, giving results which for efficiency and economy are claimed to compare favourably with those from either gas or electricity.

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your health is very far from satisfactory. The slightest knowledge of pathological science is sufficient to inform us how precarious is the condition of the person who is "only middling." The power of disease-resistance is practically nil, & an ordinary atmospheric change or dietetic irregularity may lay you up for weeks.

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care therefore that you possess nothing less than vigorous, robust health. Just as nothing succeeds like Success so there is no better guarantee of sustained health than never to let yourself run down. Consequently if you are not feeling up to the mark get yourself into tip-top condition at once, by taking a few doses of

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Especially suitable for Females of all ages.

Sold everywhere in boxes, price 6s. (6 pills), 12s. (12 pills) and 25s. (25 pills).

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A HOLIDAY AT HOME, AND A WAY TO GET THERE THAT'S A HOLIDAY

WHY NOT

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PERSIA	9,000	TUESDAY,	27th Aug., at 1 P.M.
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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 9th AUGUST, 1912.

8 a.m. "HEUNGSHAN." 10 p.m. "KINGSHAN." 8 a.m. "HONAM." 5 p.m. "FATSHAN."

SATURDAY, 10th AUGUST, 1912.

8 a.m. "HONAM." 10 p.m. "HEUNGSHAN." 8 a.m. "HEUNGSHAN." 5 p.m. "KINGSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

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Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 11th AUGUST.

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"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer leaving Macao at 5 p.m.

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Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

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S.S. "SAINAM," 583 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

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Hotel Mansions (First Floor), opposite the Blake Pier.

(143)



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU... 21,000 tons

S.S. CHIYO MARU... 21,000 tons

S.S. SHINYO MARU... 21,000 tons

AND 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily bath, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver

WITHOUT CHANGE.

Through Standard Sleepers. Through Tourist's Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge. Convenient connections at Chicago with trains for New York, Transatlantic Steamers and other Eastern points. Whose taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

779

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "NIPPON" 7,300 About 20th Aug.

Kobe and MOIJI "JAPAN" 9,900 About 15th Sept.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

40)

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE.
via BRISBANE, SHANGHAI, 26 1st, 24 2nd, 22 3rd Class.
S.S. "BOHEMIA" 7,900 tons, will leave as above on 19th August.
S.S. "AFRICA" 8,800 tons, will leave as above on 19th September.
Cheap rates, Hongkong-Trieste, Venice, 550 1st, 436 2nd, 419 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI.

S.S. "AFRICA" 8,800 tons, will leave as above on 4th September.

Cheap rates, Hongkong-Shanghai, 26 1st, 24 2nd, 22 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.

No surtax, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME AND VENICE.

via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ and PORT SAID.

S.S. "VOORWAERTS" 12,900 tons, will leave as above on 1st September.

TO YOKOHAMA, KOBE via SHANGHAI.

S.S. "AUSTRIA" 14,300 tons, will leave as above on 23rd August.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 2nd August, 1912.

Princes Building.

(155)

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMANOEK	JAPAN	—	JAVA	First half of August.
TJITAROEK	JAVA	First half of August.	JAPAN	First half of August.
TJIBODAS...	JAVA	Second half of August.	JAPAN	Second half of August.
TJIKINI...	SHANGHAI	Second half of August.	JAVA	Second half of August.
TJILATJAP...	JAVA	Second half of August.	SHANGHAI	Second half of August.
TJIPANAS...	JAPAN	First half of September.	JAVA	First half of September.
TJILIWONG	JAVA	First half of September.	JAPAN	First half of September.
TJIMAH...	JAVA	First half of September.	SHANGHAI	First half of September.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yerk Buildings, 1st Floor.

Hongkong, 6th August, 1912.

Telephone No. 378.

7

BRITISH INDIA S. N. CO., LTD:

A P C A R LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA" 3,361 tons, will be despatched to SHANGHAI, KOBE and MOIJI on 18th August.

WESTWARD.

S.S. "DILWARA" 5,378 tons, Capt. W. J. Bishop, will be despatched for SINGAPORE, PENANG and CALCUTTA on 15th August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 6th August, 1911.

AGENTS.

(592)



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 9th Aug., 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 19th Aug., 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 1st August, 1912.

PHILIPPINES S.S. CO.

(13)

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR STEAMERS TONS TO SAIL.

NAPLES, GENOA, ALGIERA, "LUETZOW," (Wednesday, 21st Aug. at Noon.

GIBRALTAR, SOUTHAMPTON, Capt. J. BORTFELDT, 17,300

ANTWERP and HAMBURG ...

SHANGHAI, TSINGTAU, KOBE, "PRINZ LUDWIG," (About Wednesday, 21st Aug.

and YOKOHAMA ... Capt. F. VON BINDER, 18,300

MANILA, ANGAUR, YAP, "COLENZ," (Saturday, 10th Aug. at 9 A.M.

NEWGUINEA, BRISBANE, Capt. L. KLUGKIST, 6,750

SYDNEY and MELBOURNE ...

KOBE and YOKOHAMA ... "PRINZ SIGISMUND," (About Tuesday, 20th Aug.

Capt. D. LENZ, 6,000

KUDAT and SANDAKAN ... "BORNEO," (Saturday, 10th Aug. at 9 A.M.

Capt. F. SEMMILL, 5,000

All the Steamers of the European Line are fitted with Wireless Telegraphy

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 2th August, 1912.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

Head Office for the Far East.—16, DES VEUZ ROAD, HONGKONG.

SHANGHAI: 2-3, FOOKHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

729] CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

PASSED THE CANAL.

June 25th—Zuider, Bulow,

Candia, Carmarthen, Matoppe,

Peshawar, Fandalar, Farguse.

Ernest Simons, Nubia, Arcadia, Baron

Driesen, Schuykell, Neleus, Patricia.

2nd—Benvenue, Barneo, Calchai, Flint-

shire, Luton, Yeddo, Kito.

Kiseno Maru, Suevia, Tatan, Telemachus.

3th—Bohemio, Gochen, Himalaya, Mun-

caster Castle, Baron Ogilvy.

July 12th—Athenae, Perseus, Sardinia, Sithonia,

Tranquebar.

16th—Belgravia, Glenloch,

Hyson, Indrasanah, Kleist, Nera,

Scandia, Africa, Arabien.

19th—Achilles, Bayern, Benalder, Derfflinger,

Iyo Maru, Peiho, Peleus.

23rd—

SHIPPING

ARRIVALS.

TAICHONG, British str., 4,275, Gilmour, 8th August—Liverpool 30th June, General—Butterfield & Swire.
 ANCHON, British str., 8th August—Canton.
 CHENAN, British str., 8th August—Canton.
 CORLENZ, German str., 3,100, L. Klugkist, 8th August—Yokohama 2nd August, General—Melchers & Co.
 HAIMUN, British str., 641, J. W. Evans, 8th August—Swatow 7th August, General—Douglas, Lapraik & Co.
 HANGCHOW, British str., 883, W. W. Kay, 7th August—Iloilo 3rd August, General—Butterfield & Swire.
 HANGSANG, British str., 1,950, S. Wilde, 8th August—Shanghai 2nd August, General—Jardine, Matheson & Co.
 KANSAS, British str., 3,254, R. Linklater, 7th August—Keelung 5th August, General—Bank Line, Ltd.
 KWEICHOW, British str., 8th August—Canton.
 PERM, Russian str., 2,767, Rakhani, 7th August—Vladivostok and Shanghai 4th August, General—R. V. F.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 August 8th.
 ANCHON, British str., for Shanghai.
 KANSAS, British str., for Manila.
 SENGKIANG, British str., for Hoihow.

DEPARTURES.

August 8th.
 C. DIERDRICHSEN, German str., for H'ow.
 CHENAN, British str., for Shanghai.
 FAZILKA, British str., for Singapore.
 HANOT, French str., for Haiphong.
 KLEIST, German str., for Yokohama.
 KUEICHOW, British str., for Tsingtau.
 LINAN, British str., for Canton.
 PENBROOKSHIRE, British str., for London.
 SARDINIA, British str., for Yokohama.
 SENTA, German str., for Swatow.
 TRIUMPH, German str., for Hoihow.

SHIPPING REPORT.

The British str. Haimun reports: Moderate to fresh breeze, clear fine weather and smooth sea.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The T.K.K. str. Tenny Maru left Yokohama for Hongkong via Japan ports and Manila on the 30th July, and is due to arrive here on the 12th August.

THE AUSTRALIAN MAIL.
 The I.G.M. str. Prinz Sigismund left Sydney on the 27th July, at 11 a.m., and may be expected here on or about the 19th August.

The E. & A. str. Empire left Sydney on the 3rd August, for this port (via Queensland Ports, Timor and Manila).

THE CANADIAN MAIL.
 The C.P.R. str. Empress of India arrived at Yokohama on the 7th August, at 7 a.m., and left again on the 7th August, at 4 p.m. for Kobe, where she is due to arrive on the 8th August, at 4 p.m.

MEIKONG STEAMERS.
 The str. Sengchow left Rangoon on the 25th July, for Hongkong via Penang and Singapore, and is expected to arrive here on the 9th August.

The str. Rubei left Manila on the 6th August, p.m., and is due here on or about 9th August, at daylight.

The N.Y.K. str. Jinsen Maru (Calcutta Line) left Calcutta for this port via ports on the 25th July, and is expected here on the 11th August.

The N.Y.K. str. Colombo Maru (Bombay Line) left Bombay for this port via ports on the 25th July, and is expected here on the 15th August.

The Swedish East Asiatic Co.'s str. Nippon left Port Said on the 24th July, and is expected to arrive here on or about the 20th August.

The str. Glendochy passed the Suez Canal on the 18th July, for Hongkong via Straits.

The "Mogul Line" str. Pathan left United Kingdom on the 7th July, for Hongkong via the Straits.

The Barber Line str. Saint Patrick left New York on the 26th July, for Hongkong and Far East via the Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.
 Chuansing, from Chinwantao, is due in Hongkong 10th August.

SHIRE LINE.
 Den of Glamis, from London, is due in Hongkong 15th August.

BRITISH INDIA STEAM NAVIGATION CO., LTD.
 Muttra, from Rangoon, is due in Hongkong 17th August.

LATEST STEAMER MOVEMENTS.
 The P.M. str. Persia arrived at Yokohama on the 7th August, and will leave that port on the 8th August for Hongkong via the usual ports, between 8 and 10 a.m., and is due to arrive here on the 17th August. She will carry the U.S. mails.

The C.P.R. str. Montevideo arrived at Moji on the 8th August, at 10 a.m., and left again at 7 p.m., same day for Yokohama, where she is due to arrive on the 10th August, at noon.

THE AMERICAN AND MANCHURIAN LINE.
 (BUCKNAM STEAMSHIP LINES, LTD.)
 FOR BOSTON AND NEW YORK.

THE Steamship
 "KANSAS,"
 Captain E. Linklater will be despatched from this Port on or about the 9th August.
 For Freight and further particulars, apply to
 THE BANK LINE, LTD.,
 General Agents.
 Hongkong, 5th July, 1912. [84]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	TO BE DESPATCHED.
LONDON, via USUAL PORTS OF CALL ...	ARCADIA	Brit. str.	On 17th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c. ...	CANADA	Brit. str.	On 17th inst., at Noon.
LONDON, LEITH & ANTWERP ...	CARMARTHENSHIRE	Brit. str.	On 17th inst., at Noon.
HAVRE, ROTTERDAM & HAMBURG, &c. ...	FURST BULOEW	Ger. str.	On 15th inst.
HAVRE, BREMEN & HAMBURG, &c. ...	GOLDENFELS	Ger. str.	On 15th inst.
HAVRE, ROTTERDAM & HAMBURG, &c. ...	BRIGAVIA	Ger. str.	On 15th inst.
HAVRE & HAMBURG, &c. ...	SUTVA	Ger. str.	On 15th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. ...	AKI MARU	Jap. str.	On 14th inst., at 4 p.m.
MARSEILLES, HAVRE, HAMBURG & ANTWERP, &c. ...	PHUSSSEN	Ger. str.	On 14th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	YOKOHAMA MARU	Jap. str.	On 14th inst., at 4 p.m.
VICTORIA, B.C. & TACOMA via KEELUNG, &c. ...	LORD DREBY	Brit. str.	On 14th inst., at 4 p.m.
VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN ...	MEXICO MARU	Jap. str.	On 14th inst., at 4 p.m.
YALDE, LONDON & LEITH ...	CHICAGO MARU	Jap. str.	On 14th inst., at 4 p.m.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c. ...	GLENNY	Brit. str.	On 14th inst., at 4 p.m.
TRIESTE, Fiume, Venice via SINGAPORE, &c. ...	BOHEMIA	Aust. str.	On 14th inst., at 4 p.m.
NEW YORK, via SUEZ CANAL ...	VORWAERTS	Aust. str.	On 14th inst., at 4 p.m.
BOSTON & NEW YORK ...	ATHOLL	Brit. str.	On 14th inst., at 4 p.m.
BOSTON & NEW YORK ...	INVERLODYE	Am. str.	On 14th inst., at 4 p.m.
BOSTON & NEW YORK ...	KANSAS	Am. str.	On 14th inst., at 4 p.m.
BOSTON & NEW YORK ...	AMERICA	Ger. str.	On 14th inst., at 4 p.m.
BOSTON & NEW YORK ...	DACRE CASTLE	Brit. str.	On 14th inst., at 4 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c. ...	EXPRESS OF INDIA	Brit. str.	On 14th inst., at 4 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c. ...	MONTAGNE	Brit. str.	On 14th inst., at 4 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c. ...	NIPPON MARU	Jap. str.	On 14th inst., at 4 p.m.
SAN FRANCISCO via AMOY, SHANGHAI & JAPAN, &c. ...	PRESIA	Am. str.	On 14th inst., at 4 p.m.
SAN FRANCISCO via KEELUNG & JAPAN, &c. ...	KORRA	Am. str.	On 14th inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA ...	COMET	Ger. str.	On 14th inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA ...	EASTERN	Brit. str.	On 14th inst., at 4 p.m.
CAPE TOWN via MAURITIUS ...	NINRO MARU	Jap. str.	On 14th inst., at 4 p.m.
MEXICAN, PERUVIAN & CHILEAN via JAPAN ...	DUNDEE	Brit. str.	On 14th inst., at 4 p.m.
YOKOHAMA & KOBÉ via SHANGHAI ...	BUYO MARU	Jap. str.	On 14th inst., at 4 p.m.
KOBÉ & MOJI ...	YUASA	Brit. str.	On 14th inst., at 4 p.m.
KOBÉ & YOKOHAMA ...	LAISANG	Jap. str.	On 14th inst., at 4 p.m.
KOBÉ & YOKOHAMA ...	ASTORIA MARU	Jap. str.	On 14th inst., at 4 p.m.
KOBÉ & YOKOHAMA ...	PAINE SIGISMUND	Ger. str.	On 14th inst., at 4 p.m.
NAGASAKI, KOBÉ & YOKOHAMA ...	KUMANO MARU	Jap. str.	On 14th inst., at 4 p.m.
JAPAN ...	CHITOSE	Dut. str.	On 14th inst., at 4 p.m.
TIENSIN via TIENTSIN WEIHAIWEI & CHEFOO ...	CHONGKING	Brit. str.	On 14th inst., at 4 p.m.
WEIHAIWEI & TIENSIN ...	HUICHOW	Brit. str.	On 14th inst., at 4 p.m.
SHANGHAI & KOBÉ ...	LINAN MARU	Jap. str.	On 14th inst., at 4 p.m.
SHANGHAI ...	HANGSANG	Brit. str.	On 14th inst., at 4 p.m.
SHANGHAI MOJI & KOBÉ ...	COLOMBO MARU	Jap. str.	On 14th inst., at 4 p.m.
SHANGHAI ...	CHINCHUA	Brit. str.	On 14th inst., at 4 p.m.
SHANGHAI, KOBÉ & YOKOHAMA ...	PISA	Ger. str.	On 14th inst., at 4 p.m.
SHANGHAI ...	ASSATE	Brit. str.	On 14th inst., at 4 p.m.
SHANGHAI, KOBÉ & MOJI ...	ANNU	Brit. str.	On 14th inst., at 4 p.m.
SHANGHAI, HANGKOW, MOJI, KOBÉ & YOKOHAMA ...	JELUNGA	Brit. str.	On 14th inst., at 4 p.m.
SHANGHAI, KOBÉ & MOJI ...	CHYON	Brit. str.	On 14th inst., at 4 p.m.
SHANGHAI, KOBÉ & MOJI ...	NIPPON	Swed. str.	On 14th inst., at 4 p.m.
SHANGHAI, MOJI, KOBÉ & YOKOHAMA ...	PALMA	Brit. str.	On 14th inst., at 4 p.m.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA ...	DEUS OF GLAMIS	Am. str.	On 14th inst., at 4 p.m.
SHANGHAI ...	AFRICA	Swed. str.	On 14th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI ...	JAPAN	Dut. str.	On 14th inst., at 4 p.m.
SHANGHAI ...	THINATAP	Dut. str.	On 14th inst., at 4 p.m.
FOOCHOW via SWATOW & AMOY ...	KAIJO MARU	Jap. str.	On 14th inst., at 4 p.m.
TAMUI via SWATOW & AMOY ...	DAIGI MARU	Jap. str.	On 14th inst., at 4 p.m.
AMOY & FOOCHOW ...	HAITANG	Brit. str.	On 14th inst., at 4 p.m.
SWATOW ...	HAIMUN	Brit. str.	On 14th inst., at 4 p.m.
SWATOW, AMOY & FOOCHOW ...	HAIBONG	Brit. str.	On 14th inst., at 4 p.m.
SWATOW, AMOY & FOOCHOW ...	HAITAN	Brit. str.	On 14th inst., at 4 p.m.
MANILA, MANGARIN, ILOILO & CEBU ...	WIRANG	Brit. str.	On 14th inst., at 4 p.m.
MANILA ...	TAMING	Brit. str.	On 14th inst., at 4 p.m.
MANILA, CEBU & ILOILO ...	YUNSHANG	Brit. str.	On 14th inst., at 4 p.m.
MANILA ...	ZATIRO	Am. str.	On 14th inst., at 4 p.m.
MANILA, MANGARIN, ILOILO & CEBU ...	TRIMANOK	Dut. str.	On 14th inst., at 4 p.m.
BATAVIA, CHERIBON, SAMARANG, &c. ...	ISCHIA	Ital. str.	On 14th inst., at 4 p.m.
BOMBAY via SINGAPORE & PENANG ...	KAWACHI MARU	Jap. str.	On 14th inst., at 4 p.m.
BOMBAY via SINGAPORE & COLOMBO ...	FUTALA	Brit. str.	On 14th inst., at 4 p.m.
SINGAPORE, PENANG & RANGOON ...	KUMANG	Brit. str.	On 14th inst., at 4 p.m.
SINGAPORE, PENANG & CALCUTTA ...	KIROSHIMA MARU	Jap. str.	On 14th inst., at 4 p.m.
SINGAPORE, PENANG & CALCUTTA ...	DILWABA	Brit. str.	On 14th inst., at 4 p.m.
SANDAKAN ...	MAYANG	Brit. str.	On 14th inst., at 4 p.m.
KUDAT & SANDAKAN ...	BORNEO	Ger. str.	On 14th inst., at 4 p.m.
HOIHOW & HAIPHONG ...	SUNGKIANG	Brit. str.	On 14th inst., at 4 p.m.
EWANG CHOW WANG & HAIPHONG ...	SI-KIANG	Frer. str.	On 14th inst., at 4 p.m.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
 KOBÉ, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "MUTTRA," 4,644 tons, Captain H. Carey, will be despatched for YOKOHAMA and KOBÉ on 15th Aug., at 4 p.m., to be followed on 28th August by S.S. "TINDA," Capt. A. J. Evans, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "FUTALA," 4,154 tons, Captain H. W. Tallent, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 10th August, at Noon, followed by the S.S. "TINDA," Capt. A. J. Evans, on the 28th Aug., at Noon, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to
 JARDINE, MATHESON & Co., LTD.,
 Telephone No. 215.
 Hongkong, 9th August, 1912. [297]

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR STRAITS DATE OF DEPARTURE
 SHANGHAI, NAGASAKI, KOBÉ & "DEN OF GLAMIS" About 25th Aug.
 YOKOHAMA

LONDON, LEITH & ANTWERP "CARMARTHENSHIRE" About 3rd Sept.
 SHANGHAI, KOBÉ & YOKOHAMA "FLINTSHIRE" About 20th Sept.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to
 JARDINE, MATHESON & Co., LTD.,
 Agents.
 Hongkong, 23rd July, 1912. [69]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS DATE OF DEPARTURE
 KOBÉ & MOJI "LAISANG" Friday, 9th Aug., Noon.
 TIENSIN via TIENTSIN, WEI "CHEONGSHING" Friday, 9th Aug., 4 p.m.

MANILA "WINGSANG" Saturday, 10th Aug., 2 p.m.
 SANDAKAN "MAUSANG" Saturday, 10th Aug., 4 p.m.

SINGAPORE, PENANG & CALCUTTA "KUMANG" Monday, 12th Aug., Noon.
 SHANGHAI "HANGSANG" Tuesday, 13th Aug., Noon.
 MANILA "TUENSANG" Saturday, 17th Aug., 2 p.m.

RETURN TOURS TO JAPAN.
 The Steamers "KUMANG" and "FOOKANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Tientsin, Weihai, Chefoo, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Jenkuan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., LTD.,
 GENERAL MANAGERS.
 Hongkong, 9th August, 1912. [15]

VESSELS ON THE BERTH

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to Port Said, Messina, Naples, Genoa and London, also Venice and Trieste, all Mediterranean, Adriatic, Barchina, Valencia, Alicante, Almeria and Malaga, Levantine and South American Ports up to Callao.)
 THE Steamship
 Captain Belato, will be despatched as above on MONDAY, the 12th inst., at Noon.
 For further particulars regarding freight and Passage, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 8th August, 1912. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERUBA, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship
 Captain S. Barham, carrying His Majesty's mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 17th August, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MONSIEUR," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Ships and Valuable, all Cargo for France, India and Ceylon for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to London, and will be conveyed via Bombay by the s.s. "ARABIA," due in London on the 29th September, 1912.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 H. W. D. SHALLARD,
 Acting Superintendent,
 Hongkong, 3rd August, 1912. [951-952]

GLEN LINE (McGREGOR, GOW & Co.) LIMITED.

THE Steamship
 Captain H. W. L. Holman, will be despatched for NAPLES, LONDON and LEITH on or about 20th August.

To be followed by
 S.S. "GLENLOGAN,"
 Captain J. McGregor, for NAPLES AND ANTWERP, sailing on or about 14th Sept.

For Freight and Passage, apply to
 SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 3rd August, 1912. [951-952]

REGULAR STEAMSHIP SERVICE.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.
 For NEW YORK.
 S.S. "ATHOLL" On or about 23rd August.
 For BOSTON AND NEW YORK.
 S.S. "DACRE CASTLE" On or about 19th Sept.

For Freight and further information, apply to
 DODWELL & Co., Ltd.,
 Agents.
 Hongkong, 24th July, 1912. [891-935]

HONGKONG-BOSTON AND NEW YORK.

AMERICAN ASIATIC S.S. CO.
 For NEW YORK VIA SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)
 S.S. "INVERCLYDE" About 10th Sept.
 For freight and further information, apply to
 SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 23rd July, 1912. [929]

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER
 AND
 THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.
 SUBJECT TO ALTERATION.

FOR VANCOUVER. 1912
 "EMPEROR OF INDIA" Sat., 24th Aug.
 "EMPEROR OF JAPAN" Sat., 14th Sept.
 "MONTEAGLE" Sat., 5th Oct.

FOR LIVERPOOL. 1912
 From Quebec.
 "EMPEROR OF BRITAIN" Fri., 20th Sept.
 "ALLAN LINE" Fri., 11th Oct.
 "EMPEROR OF IRELAND" Fri., 1st Nov.

Steamships leave HONGKONG at 6 p.m.
 THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
 Intermediate Steamship) "Monteagle" "243" "245."

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all ports and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya opposite Blake Pier.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

THE WELDING AND CUTTING OF METALS
 By the OXY-ACETYLENE SYSTEM

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Hydraulic and Pneumatic Tools installed throughout the Works.

GRAVING DOCK
 767 x 88 x 34' 6"
 Pumps empty Dock in 23 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRED ROPES, RIVETS, ETC. Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE Capt. G. W. Cookman, R.N.R.	About 15th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ARCADIA Capt. S. Barham	Noon, 17th Aug.	See Special Advertisement.
SHANGHAI, HANKOW, MOJI, KOBÉ and YOKOHAMA	CEYLON Capt. A. E. A. Baker	About 19th Aug.	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANDIA Capt. R. E. Shone	About 21st Aug.	Freight only.
SHANGHAI, MOJI, KOBÉ, PALMA and YOKOHAMA	PALMA Capt. H. W. A. Clark, R.N.R.	About 22nd Aug.	Freight only.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 8th August, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG & HAIPHONG	"SUNGKIAN"	On 9th Aug., 8 A.M.
SHANGHAI	"LINAN"	On 10th Aug., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 13th Aug., 4 P.M.
SHANGHAI	"CHINHUA"	On 15th Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 17th Aug., 4 P.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 20th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANG" On 9th Aug., 8 A.M.
S.S. "LINAN" On 10th Aug., 4 P.M.
S.S. "TAMING" On 13th Aug., 4 P.M.
S.S. "CHINHUA" On 15th Aug., 4 P.M.
S.S. "ANHUI" On 17th Aug., 4 P.M.
S.S. "HUICHOW" On 20th Aug., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI TO ANTUNG sailings on alternate Wednesdays.

BUTTERFIELD & SWIRE.

For Freight or Passage apply to—

Hongkong, 8th August, 1912. Telephone 36.

AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBÉ and YOKOHAMA:

S.S. PISA ... 15th August.

S.S. O. J. D. AHLERS ... 22nd August.

S.S. C. FRED. LARSEN ... 11th Sept.

S.S. ARCADIA ... 24th Sept.

For Further Particulars, apply to—

HOMeward.

For HAVRE, ROTTERDAM & HAMBURG:

S.S. FUERST BUELOW 15th August.

S.S. GOLDENFELD 27th August.

S.S. BRISGAVIA ... 5th Sept.

S.S. SUEVIA ... 12th Sept.

S.S. PREUSSEN ... 16th Sept.

For BOSTON & NEW YORK:

S.S. AMERICA ... 31st Aug.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 3rd August, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	SATURDAY, 10th Aug., at 5 P.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 13th Aug., at 11 A.M.
"HAITAN"	Capt. J. S. Beach	FRIDAY, 16th Aug., at 11 A.M.

* The Steamer "Haiyang" will not call at Swatow.

For SWATOW AND RETURN.

(Occupying 5 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	SATURDAY, 10th Aug., at 5 P.M.
		WEDNESDAY, 14th Aug., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the month of August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & CO.,

General Managers.

Hongkong, 9th August, 1912.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 17th Aug. Noon.	On 21st Aug. Noon.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

"NIPPON MARU," INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., Noon.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 8th Oct., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 13th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TENDANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	11,500	SATURDAY, 1st Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS TELEGRAPHY.

TONKIN

in 53 hours.

FAST LINE.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 14th Aug., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking

cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBÉ, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 3rd Oct., at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 31st Oct., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, AND YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.
	"PANAMA MARU"	6,069	TUESDAY, 15th Oct., at 1 P.M.

O.S.K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 11th Aug., at Noon.
FOOCHOW via SWATOW and AMOY	"KAIO MARU"	WEDNESDAY, 14th Aug., at Noon.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	AKI MARU Capt. B. Kon	12,000	WEDNESDAY, 14th Aug., at Daylight.
	MISHIMA MARU Capt. A. E. Moses	16,000	WEDNESDAY, 28th Aug., at Daylight.
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, SHIMIZU and YOKOHAMA	YOKOHAMA MARU Capt. N. Noda	12,500	TUESDAY, 13th Aug., at 4 P.M.
	INABA MARU Capt. S. Tomioka	12,500	TUESDAY, 27th Aug., at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAMATO MARU Capt. N. Yagi	9,600	FRIDAY, 30th Aug., at Noon.
	KUMANO MARU Capt. M. Winckler	9,600	FRIDAY, 27th Sept., at Noon.
BOMBAY VIA SINGAPORE, and COLOMBO	KAWACHI MARU Capt. Christensen	12,000	MONDAY, 19th Aug.
KOBÉ and YOKOHAMA	ATSUTA MARU Capt. J. Nagao	16,000	WEDNESDAY, 14th Aug., at P.M.
	COLOMBO MARU Capt. Kamoshita	5,000	WEDNESDAY, 14th Aug.
SHANGHAI, MOJI and KOBÉ	KUMANO MARU Capt. M. Winckler	9,600	WEDNESDAY, 28th Aug., at Noon.
NAGASAKI, KOBÉ and YOKOHAMA	JINSEN MARU Capt. Masbida	4,000	MONDAY, 12th Aug.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

NEW LINE OF STEAMERS

BETWEEN KOBÉ & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBÉ TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The next steamer from Hongkong:—

"HIROSHIMA MARU," 4,000 tons, Capt. Hirase, Monday, 12th Aug.
"TOSA MARU," 6,000 tons, Capt. T. Sato, Saturday, 24th Aug.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1241.

118-13-656

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Leave
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Tons	Steamer	Tons	
ARCADIA	7000	MONGOLIA	10000	SUNDAY, Sept. 15
ASSAYE	7500	MEDINA	12500	SATURDAY, Sept. 28
INDIA	8000	MALWA	11000	FRIDAY, Oct. 4
DEVANHA	8000	MOOLTAN	10000	Oct. 12
CHINA	8000	MACEDONIA	10500	Oct. 26
DELTA	8000	MOREA	11000	Nov. 9
INDIA	8000	MARMORA	10500	Nov. 23
ASSAYE	7500	MOLDAVIA	10000	Dec. 7

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.15 SINGLE £106.14 RETURN.

2nd SALOON £48.15 SINGLE £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NOT TRANSIT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Due
	HONGKONG	LONDON
Tonnage	about	about
NUBIA	6000	September 4
SARDINIA	7000	September 18
NAMUR	6700	October 16
NANKIN	7000	October 30
NYANZA	6700	November 13

... at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES